

COAST GUARD AUTHORIZATION
ACT OF 2012 AMENDMENTS

SPEECH OF

HON. FRANK A. LOBIONDO

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, December 5, 2012

Mr. LOBIONDO. Mr. Speaker, I understand a concern has been raised by the gentleman from Alaska, Mr. YOUNG and others that wording in Section 307 of the Coast Guard and Maritime Transportation Act of 2012 relating to a vessel's "eligibility" to participate in the non-AFA trawl catcher/processor sector could potentially be read to result in the loss of fishery endorsements for AFA catcher/processors. I can affirm that it is not the intent of the legislation that either existing AFA vessels or rebuilt or replacement AFA vessels suffer a loss of fishery endorsements merely for being considered eligible to participate in a fishery in which they are not participating.

As my colleagues know, this provision came as the result of a request from the other body during negotiations with them on a final text of the legislation. I can assure my colleagues that it was never contemplated that either existing AFA catcher/processors or rebuilt or replacement AFA vessels would lose, or be precluded from acquiring, fishery endorsements just because a federal agency might find such vessels eligible to participate in certain fisheries. The wording of Section 307, that amends 46 U.S.C. section 12113(d)(2)(C), relates to a section in statute pertaining to rebuilt or replacement AFA vessels. It creates restrictions on those vessels from entering the non-AFA pollock catcher/processor sector as replacement vessels, but it is not intended to affect the fishery endorsements for existing AFA catcher/processors or rebuilt or replacement AFA vessels that are not participating in the non-AFA trawl catcher/processor sector.

HONORING THE WORK OF MARK
RIDLEY-THOMAS**HON. KAREN BASS**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, December 17, 2012

Ms. BASS of California. Mr. Speaker, I rise today to honor the work of a distinguished public servant from Los Angeles, Mr. Mark Ridley-Thomas. In 2008, Mr. Ridley-Thomas was overwhelmingly elected as the first African American man to the Los Angeles County Board of Supervisors. This past November, Mr. Ridley-Thomas' leadership was further acknowledged and he was unanimously approved by the Board to become the first African American man to chair the Los Angeles County Board of Supervisors.

First elected to public office over twenty years ago, Mr. Ridley-Thomas served with distinction on the Los Angeles City Council for nearly a dozen years. He later served two terms in the California State Assembly, where he chaired the Assembly Democratic Caucus. Thereafter, he served as a California State Senator where he chaired the Legislative Black Caucus and initiated unprecedented levels of cooperation and collaboration between the Black, Latino, and Asian-Pacific Islander Legislative Caucuses.

Mr. Ridley-Thomas is widely regarded for uniting civic engagement and government decision-making. In an effort to encourage neighborhood-based advocacy and citizen leadership, Mr. Ridley-Thomas established the Empowerment Congress which served as a model and predecessor for the citywide Neighborhood Councils. Through education, engagement, and empowerment, Mr. Ridley-Thomas equipped and inspired his constituents to confront prevailing racial and economic disparities and improve community and public policy outcomes.

Throughout his life, Mr. Ridley-Thomas has shown a dedication and passion for improving the health and wellness of communities by inspiring participatory engagement to provoke change. After earning a baccalaureate degree in Social Relations and a master's degree in Religious Studies, he further went on to receive his Ph.D. in Social Ethics from the University of Southern California focusing on Social Criticism and Social Change. He has devoted his life to the betterment of the people of Los Angeles County and has used his leadership to bring about effective change in Los Angeles County.

In addition to this exemplary public service, Supervisor Ridley-Thomas is deeply committed to his roles as father and husband. His wife Avis and twin sons, Sebastian and Sinclair, are shining examples of love and inspiration that Mr. Ridley-Thomas derives from his family and graciously shares with the community.

Mr. Speaker, I am proud to have called Mr. Mark Ridley-Thomas a friend and partner in the fight for social and economic justice. He has left an indelible mark on Los Angeles, and continues to inspire my work in Congress and people of Los Angeles. It is a great honor to recognize his work here on the floor today.

RECOGNIZING THE SERVICE OF
PAUL A. LEONARDI**HON. JIM COSTA**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, December 17, 2012

Mr. COSTA. Mr. Speaker, I rise today to recognize Paul A. Leonardi for his loyalty and commitment to the United States. He exemplifies a passion for serving others, and we must commend him for his hard work in keeping our country safe. After 28 years of dedicated service to the federal government, Paul is retiring to spend more quality time with his family.

In 1973, Paul joined the United States Air Force. He served as a Security Specialist and an Air Force Recruiter for over eight years. His various assignments in the military enabled him to travel all over the United States. Paul was stationed at the Strategic Air Command at Wurtsmith AFB, Michigan; the United States Air Forces in Europe Command at RAF Alconbury, England; the Air Force Logistics Command at Hill AFB, Utah; the Air Training Command as an Air Force Recruiter in Bay City, Michigan; and the Strategic Air Command at Minot AFB, North Dakota. Paul was honorably discharged in 1981. Paul's time in the Air Force prepared him well for his work at Immigration and Naturalization Service and the Department of Homeland Security.

Paul began working for INS in 1992 as an immigration inspector at the Orlando Inter-

national Airport in Orlando, Florida. He was then transferred to Miami as a criminal investigator. Paul worked as a criminal investigator for several years before being promoted to the Joint Terrorism Task Force after September 11, 2001. A couple months later he was promoted to Supervisory Special Agent, and after a year, he relocated to Fresno, California.

In 2003, Paul continued his work as Supervisory Special Agent for Homeland Security Investigations, and in 2010, he was promoted to Resident Agent in Charge. His vast experience and knowledge made him perfect for the job.

Mr. Speaker, it should be noted that in addition to his countless gifts to our country, Paul has been a true champion for my constituents. He and his team have always been available to discuss issues and work together to make our Central Valley a better place. We are all grateful for Paul's unwavering commitment and leadership, but I know he will enjoy more time with his wife of 26 years, Barbara, his children and grandchildren. I ask my colleagues to join me today in recognizing the commitment, dedication, and success of Paul Leonardi.

IN RECOGNITION OF
CLEVELANDPEOPLE.COM**HON. DENNIS J. KUCINICH**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, December 17, 2012

Mr. KUCINICH. Mr. Speaker, I rise today in recognition of ClevelandPeople.com, a website designed to promote the more than 100 different ethnic and cultural people and events in Northeast Ohio.

ClevelandPeople.com strives to embrace the City of Cleveland's rich and ethnically diverse ethnic and cultural groups by promoting the "tossed salad model." Opposed to the "melting pot," a tossed salad model is designed to embrace and maintain unique cultures.

ClevelandPeople.com's work is an invaluable documentation and collection of text, videos and pictures of cultural events that occur throughout Northeast Ohio. They truly are creating "an archive of this activity (ethnic and cultural events) that makes Cleveland so unique."

In addition to being an archive of cultural events, ClevelandPeople.com has proven to be an invaluable resource to Northeastern Ohio residents, tourists and people seeking to relocate to the area. ClevelandPeople.com has information on nearly every ethnic and cultural group in the city and is also a hub for ClevelandPeople.com Ambassadors. These ambassadors are leaders among the dozens of cultural groups throughout the city and have proven to be invaluable contacts for members of the community and people new to the area looking to become involved with their respective ethnic groups.

Mr. Speaker and colleagues, please join me in recognizing the work and efforts of ClevelandPeople.com.

COAST GUARD AUTHORIZATION
ACT OF 2012 AMENDMENTS

SPEECH OF

HON. DON YOUNG

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, December 5, 2012

Mr. YOUNG of Alaska. Mr. Speaker, I rise in support of the Coast Guard and Maritime Transportation Act of 2012. This important bill provides the funding and policy support for all of the programs and missions of the United States Coast Guard. The bill also includes policy and statutory provisions that are important to the entire maritime industry. Part of what our U.S. flag vessel industry does is assist us in developing our energy resources offshore whether in the Arctic or elsewhere. This effort will help us achieve energy independence. Without these working boats being able to operate both domestically and internationally, we as a nation would be lagging even further behind. We need to do what we can to support vessels that can and will do this work.

One such provision in this Coast Guard bill addresses the tonnage situation of the vessel *Aqueos Acadian*. The world of tonnage measurement is an arcane and complicated subject. However, it is vital to the operation and economics of any vessel. In this case the *Aqueos Acadian*, in its original configuration in 1973 when she was built, was certified in Coast Guard documentation to be 274 Gross Registered Tons (GRT), which is the official domestic tonnage measurement. Later in her career, the vessel underwent modifications (addition of a closed-in "shelter deck"), which increased her domestic tonnage (GRT) as well as her international tonnage, which is measured differently than domestic tonnage under the International Tonnage Convention (ITC) rules. Later still in the vessel's history, the modifications that increased the tonnage measurements were removed and the vessel's official documents were then issued by the Coast Guard and ABS to reflect that the GRT had been reduced to 275, almost exactly the original GRT of 274. Vessels that are greater than 300 GRT have safety and manning requirements that are substantially more complicated than vessels at or below 300 GRT. At the time of the certification of the down-sizing modifications reducing the GRT, the ITC tonnage was not reduced because the Coast Guard's ability to administratively reduce international tonnage, once it has gone up, is either extremely arcane or non-existent—even if the vessel's domestic and international tonnage has in fact been reduced.

Aqueos Corporation purchased the vessel for offshore work and, as stated above, its official documents reflected that the GRT had been reduced to below 300 GRT. Relying on those Coast Guard and ABS issued documents, the company sought Coast Guard administrative help to reduce the ITC tonnage commensurate with the recognition that the GRT had been reduced (prior enlarging modifications removed). In the Coast Guard Authorization bill (H.R. 2838) just enacted this week, there is language that allows the company to keep operating the vessel under its current documentation (below 300 GRT) and allows time to complete the tonnage reducing modifications that were not done by the previous owners of the vessel but which the

Coast Guard has said must be done. Unfortunately the ITC tonnage reduction remains incomplete. The provision does not restore the vessel's ITC tonnage to that of the GRT, once the tonnage reducing modification is made in dry dock. This second step would afford to the vessel the same result that other vessels in the *Aqueos Acadian's* class have, which, through a previous legislative grandfather provision, allows those vessels' GRT and ITC tonnage to be the same. This second step would not give the vessel a competitive advantage relative to other vessels in the *Acadian's* class, rather without it the company is at a competitive disadvantage with those other vessels in its class. As time goes by the vessel is losing out on potentially millions of dollars of domestic and international work.

It may be that the ITC provides for recognition of the lower tonnage administratively, but the path is not clear whether such an administrative route exists. Again in the case of this vessel, it is essentially being restored to its original tonnage at the time it was built in 1973. I understand the concern addressed by the ITC of vessels substantially changing their size. A larger vessel should be regulated at a larger tonnage. However, I have not been made aware of any vessel that fits this fact pattern of being enlarged and then substantially altered to be restored to its original tonnage. Unfortunately, the way that the ITC addresses this situation is to forever assign a vessel a higher tonnage even if it in fact has been reduced. That is simply unfair. Other vessels of the same class which did not undergo the enlargement are now enjoying a lower ITC tonnage. The equities are that this vessel should be similarly recognized once restored. This is an equitable case for assigning it the ITC tonnage as though it had not undergone the earlier enlargement.

While there may be a way to do this administratively, that process has not been made clear and seems to be a maze of arcane International Maritime Organization procedures. Thus, the case for correcting the international tonnage for this vessel is a compelling one based on a unique situation. The recognition of such a unique case as this would not undermine the U.S. credibility or the ITC itself, or cause any backlash in the international community. This vessel should not be force fit into a regime that does not recognize its circumstance. We need vessels such as the *Aqueos Acadian* to develop offshore energy resources as soon as possible. This provision gets part of the job done and in time perhaps an additional measure is needed. In the meantime, I strongly urge the Coast Guard to develop an administrative solution and I ask the Coast Guard to consider all of the factors mentioned above.

PASSING OF MR. FELMERS
CHANEY**HON. GWEN MOORE**

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Monday, December 17, 2012

Ms. MOORE. Mr. Speaker, it is with a heavy heart that I write to express my sincere condolences to the family and friends of Mr. Felmers Chaney, a respected and influential community leader. A loving husband for 70 years,

brother, relative, and friend to many in Milwaukee, he will surely be missed by all. He was loyal and committed to his family, the Milwaukee community, and the civil rights struggle. Felmers' death leaves a void, but his memory as a true "servant leader" provides a remarkable legacy and an example of a life well lived.

Felmers lived a life full of accomplishment and distinction during his time with us. He didn't shy away from controversy and exhibited extraordinary courage in the face of outright racial discrimination during his life. He was a pioneer on many fronts, starting his career in 1947 as only the fourth black officer with the Milwaukee Police Department. Due to his tenacity and failure to acquiesce to racial injustice, he was promoted and became the first black sergeant on the police force serving the department and Milwaukee for 36 years. He supervised roughly 20 officers in the department's 5th District—two or three of whom were black. These same leadership skills and his concerns for those living in Milwaukee's inner city, catapulted him into a leadership position as President of Milwaukee's NAACP in 1987. As its president for 12 years, Felmers was a formidable advocate on behalf of the black community. He spoke out on issues involving the lack of equal access to housing, jobs, education, and he was party to the "redlining" lawsuit that successfully challenged the practice of denying mortgages to blacks.

Felmers was not only known for his fight in the civil rights arena, but also for his role in creating economic development opportunities in the inner city. Because of his interest in building up the black community and developing job opportunities, he became the President of the Central City Development Corp., which built the Central City Plaza, a motel and shopping center on 6th and Walnut Street. This further led to his becoming the founder and president of North Milwaukee State Bank, Wisconsin's first black-owned bank. In addition to his years as NAACP president, Felmers also served as president of the Milwaukee Urban League, and in 2000, Gov. Tommy Thompson dedicated Milwaukee's new men's correctional center on N. 30th Street as the Felmers O. Chaney Correctional Center.

Mr. Speaker, the Milwaukee community stands in awe of all that Felmers did to give back to this community. He has left an indelible mark on me and on those who have chosen to enter public service as a career. Felmers has left a beautiful legacy through his family. Our community and the Fourth Congressional District of Wisconsin is a much better place to live and work because of him. I thank him for the many families and individual lives he touched over the years.

May God be with all who mourn in the days and months ahead. Along with my staff, I send my thoughts and prayers.

TRIBUTE TO EAGLE SCOUT
MICHAEL GREENFIELD**HON. TOM LATHAM**

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Monday, December 17, 2012

Mr. LATHAM. Mr. Speaker, I rise today to recognize and congratulate Michael Greenfield of Clive, Iowa for achieving the rank of Eagle Scout.